

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:09 AM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 930 Const Calendar Day: 470 Date: 17-Sep-2013 Tuesday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 am 05:30 pm Break: 00:30 Over Time: 02:00

Federal ID:

Location:

Reviewer: Wilcox, Jason Approved Date: 16-Nov-13 Status: Approved

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather****Temperature** 7 AM 60 - 70 12 PM 60 - 70 4PM 60 - 70**Precipitation** 0.00"**Condition** Partly cloudyWorking Day ☐ If no, explain:**Diary:**

Dispute

**Work description.**

- Surveyed SFOBB LIDAR Scan (Erskine Project) control points set by District 4 surveyors on piers T1 and E3 (Skyway) piers. Project control points WP306, ARMY2, and E3 (300) were used to establish coordinates with the total station. This survey was done from 8:30am to 1:00pm just prior to inspecting the S1 Inboard upper saddle segment, see comments below for more details.

// E2 Cap Beam Shear Key Retrofit //

- ABF crews continued to work on the saddle retrofit erection beams attached to the bottom of the OBG, cut the temporary truss, etc. See Brian Wolcott's diary for ABF labor and equipment and Pamela Gagnier's diary for Concos labor and equipment.

- Prepared for the S1 Shear Key retrofit upper inboard saddle installation scheduled for today.

- ABF ironworkers erected the S1 Inboard upper saddle segment today which started around 3:00pm as the piece was shipped out on a barge from the Pier 7 warehouse. ABF engineers Levi Gatsos, Mark McDonald, and Adam Reeve were present for the operation in addition to superintendent Scott Smith. See photos below for more details and Pamela Gagnier's diary for additional comments. The only issue while erecting the upper saddle segment was that one piece of rebar needs to be cut to properly seat the saddle on the lower base. Also one of the drilled and tapped bolt holes needs to be dye grinded to install the bolt. The operation took approximately 1.5hrs to complete.

- ABF laborers placed Belzona in the remaining wedge plate bolting voids today under the direction of ABF engineer Adam Reeve.

**Attachment**

ddrRptbyBidItem

## Daily Diary Report by Bid Item

Job Name: 04-0120F4

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Tuesday



Installing the horizontal erection support beams to place the S1 IB upper saddle onto the lower base.



Looking west as the S1 IB upper saddle is moved north.



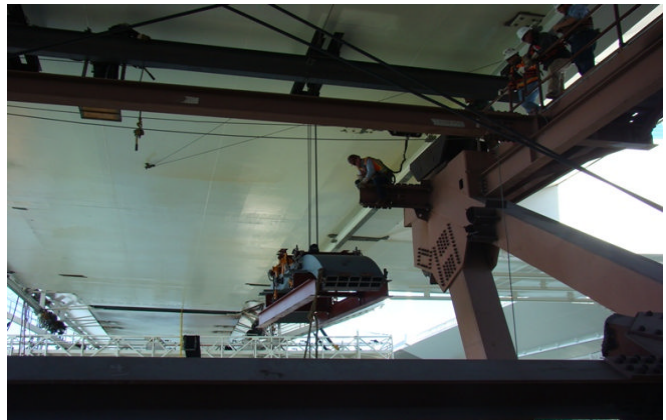
S1 IB upper segment raised above the existing E2 concrete ready to be moved close to the S1 Shear Key.



Looking east at the S1 IB upper saddle segment as it approaches the S1 Shear Key lower base.



S1 IB upper saddle positioned above the lower base just prior to lowering.



The S1 IB upper saddle segment near the top of the W-Line temporary truss.



## Daily Diary Report by Bid Item

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Tuesday



Position of the S1 IB upper saddle at the end of the day where a piece of rebar still needs to be cut and a bolt hole dye grinded prior to setting.



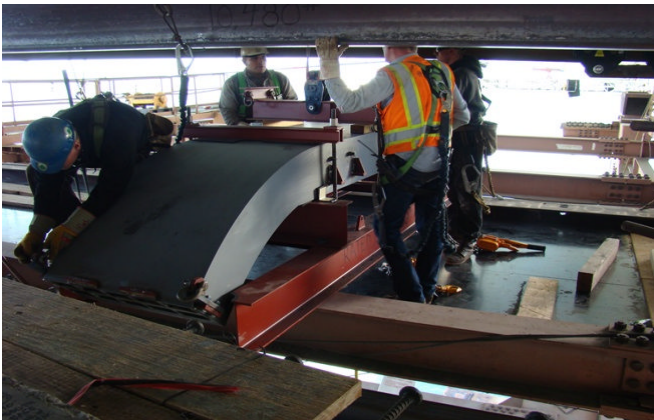
Hoisting the S1 inboard or south upper saddle segment from the barge at 3:15pm.



S1 IB upper saddle positioned above the lower base just prior to lowering.



Looking east at the S1 IB upper saddle segment as it approaches the S1 Shear Key lower base.



ABF ironworkers transferring the saddle segment to the secondary erection support beams to place the saddle segment on the lower base section of S1.



ABF ironworkers moving the S1 IB upper saddle segment west to the horizontal erection support beams.